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TEL. 234.

The China Mail

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Prices (including Postage) to any
part of the world \$12.
per annum.

No. 16788.

號三月二年七十百九千壹第

HONGKONG, SATURDAY, FEBRUARY 8, 1917.

己丁亥歲年六國民華中

PRICE. 25 00 Per Month


THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A.S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

MOTOR CARS.
TELEPHONE 482.
COME AND INSPECT.
BEST CARS IN THE COLONY FOR HIRE.

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VICTORIA DISPENSARY.

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MANUFACTURERS OF

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CABLE LAID 8" to 15" CIRCUMFERENCE.
4 STRAND 5" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length

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Hongkong, April 11, 1913.

501



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BROWN BRANDY
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(NOW RECONSTRUCTED).

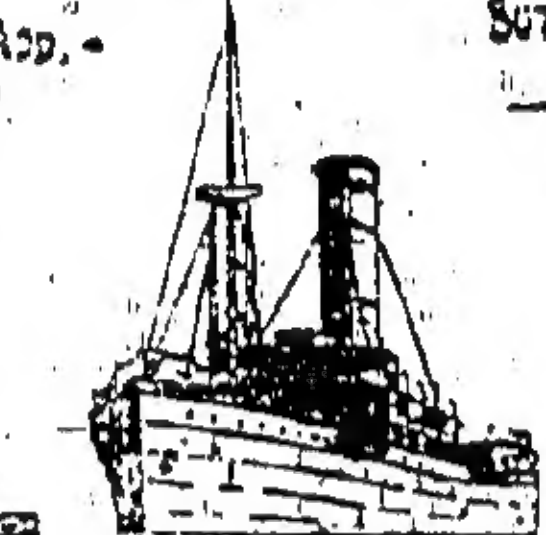
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
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over thirty years experience. We own two Slipways and can accommodate any craft
of 200 feet long.

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OF EVERY DESCRIPTION
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SUTHERLAND & SWICE
TELEPHONE No. 512



GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGER.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
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Terms - From 8/- per day max.

Telegraph add: "Peachful,"
P.O. PEDESTAL,
Manager.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:-

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

Others:-

HANKOW.

CHANGHAI.

CANTON.

KING EDWARD HOTEL.

Central Location

ALL ELECTRIC TRAMWAYS Pass Entrance,
A. Electric Lifts, Fans and Lighting,
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Best of Food and Service.

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a long and expensive route, while
Spanish steamers have insufficient
accommodation.

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break with Germany is only a matter
of hours.

This is based on unofficial con-
jectures and gleanings from Washing-
ton. There has been no official
statement.

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The mark has fallen in New York
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The North Sea and Mediterranean
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(Spanish), Daisy (Danish).

(Continued on Page 2.)

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PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

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COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM
VARIOUS PORTS IN CHINA AND JAPAN.

\$7.00 per annum delivered in Hongkong
\$17.00 in all other parts.

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No. 16,768.

號三月二年七十百九千一

SONGKONG, SATURDAY, FEBRUARY 8, 1917.

己丁未歲年六國民華中

PRICE, 85 00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co., Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 616.



NOTICE.

ANY EUROPEAN, NON ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1914. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS
8.00 p.m. and 9 p.m. 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Dei Vaux Road Central.

Season and peak tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comrades order
representing Bank Notes.

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STRAND	CABLE LAID	4 STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

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501



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NOW RECONSTRUCTED.

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Estimates furnished by application.

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TAIKOO DOCKYARD.

BUILDERS OF SHIPS & ENGINES
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AGENTS:
SUTHERLAND & SWIRE
TELEPHONE NO. 312

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 37 1/2 lbs. net.

In Bags of 95 1/2 lbs. net.

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(Continued on Page 5.)

INTIMATIONS

BRITISH GOVERNMENT
WAR SAVINGS CERTIFICATES

Applications may be made through the undernoted Banks from whom full information and the necessary forms may be obtained:—

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
HONGKONG AND SHANGHAI
BANKING CORPORATION.
MERCANTILE BANK OF INDIA, LTD.

War Savings Certificates

Value 5 years after purchase
£200
£1

Purchase Price
£387 10 0
15s. 6d.

FREE OF INCOME TAX.

For every 15s. 6d. lent now £1 will be paid in 5 years' time equivalent to 5 per cent. compound interest. No Income Tax will be payable.

Anyone, whatever his or her income may be, can buy War Savings Certificates up to a maximum of 500 £1 Certificates in all or their equivalent.

Meanwhile the money may be withdrawn at any time, with an addition after the first year.

TERMS AND CONDITIONS.

(1) A Certificate entitles the purchaser to receive £1 for each 15s. 6d. on the fifth anniversary of the date of purchase, free of income tax in respect of the accumulated interest.

(2) A Certificate is not transferable except by permission of the Postmaster General; a fee of 1s. will be charged in respect of each transfer. In the event of death, the same rules will be applied as in the case of Savings Bank Deposits.

(3) On written application (on a form obtainable at any Post Office) made to the Controller, Money Order Department, London, the purchase price, or part thereof in multiples of 15s. 6d., will be repaid at any time, with an addition of 3d. for each 15s. 6d. on the first anniversary of the date of purchase, and with a further addition of 1d. per 15s. 6d. for each month thereafter.

(4) No person may hold more than 500 £1 Certificates or their equivalent.

The £1 Certificates (purchase price 15s. 6d.) are issued in book form. The Certificates for £12 (purchase price £2 10s.) and £25 (purchase price £3 15s. 6d.) are issued without books. The £1, £12 and £25 Certificates are on sale at local Post Offices and at most Banks.

Single Certificates for sums from 2100 £200 may be obtained on application to the Controller and Accountant General, General Post Office, London; application forms are available at all Post Offices and at most Banks.

If Certificates be lost, and the serial numbers can be furnished to the Controller of the Money Order Department, new Certificates will be issued at a charge of 1s.

GENERAL POST OFFICE, LONDON, June, 1916.

(For examples of Investment in War Savings Certificates, see the other side.)

Examples of Investment in War Savings Certificates

Purchase Price	1 year	2 years	3 years	4 years	5 years
£100	£100 10s. 0d.	£100 10s. 0d.	£100 10s. 0d.	£100 10s. 0d.	£100 10s. 0d.
£50	£50 5s. 0d.	£50 5s. 0d.	£50 5s. 0d.	£50 5s. 0d.	£50 5s. 0d.
£25	£25 2s. 6d.	£25 2s. 6d.	£25 2s. 6d.	£25 2s. 6d.	£25 2s. 6d.
£12	£12 1s. 3d.	£12 1s. 3d.	£12 1s. 3d.	£12 1s. 3d.	£12 1s. 3d.
£6	£6 6d.	£6 6d.	£6 6d.	£6 6d.	£6 6d.
£3	£3 3d.	£3 3d.	£3 3d.	£3 3d.	£3 3d.
£1	£1 1s. 6d.	£1 1s. 6d.	£1 1s. 6d.	£1 1s. 6d.	£1 1s. 6d.

N.B.—The Investment may be any multiple of 15s. 6d. up to £387 10s.

COLUMBIA

NEW
DANCE
RECORDS.

- 580 "Mighty Lak" A Rose - Waltz
(A Perfect Day)
- 581 "Ties" Brie-A-Brac
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- 583 "Leo Post Modley" One Step
- 584 "At A Georgia Corp" Meeting
- 585 "The Magic Melody" Fox-Trot
- 586 "Georgia Grand"

THE ANDERSON
MUSIC CO., LTD.

40, Des Voeux Road. Tel. 191.

INTIMATIONS

THE KOWLOON LAND & BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY EIGHTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, 10th February, 1917, at 11 o'clock A.M. for the purpose of receiving the REPORT OF DIRECTORS together with Statement of Accounts for the year ending 31st December, 1916. The REGISTER OF SHAREHOLDERS of the Company will be CLOSED on THURSDAY 1st to SATURDAY, 10th February, 1917 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
Hongkong Land Investment & Agency Co., Ltd.
General Agents for the
Kowloon Land and Building
Company Limited.
Hongkong, Jan. 25, 1917. 1446

HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 10th February, 1917, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th February to the 12th February (both days inclusive), during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, Jan. 27, 1917. 1454

NOTICE.

RUSSIAN VOLUNTEER FLEET,
HONGKONG AGENCY.

THE Office of this AGENCY has this day been REMOVED to St. George's Building, Second Floor, Room No. 5. (Entrance from Chater Road).

Hongkong, Feb. 1, 1917. 1480

SECOND 5% RUSSIAN INTERNAL
SHORT TERMED LOAN OF 1916.

ALTHOUGH the subscription lists were closed on the 26th December, the RUSSO ASIATIC BANK, Hongkong, is prepared to ACCEPT ORDERS for the above Loan up to the 13th FEBRUARY on the subscription terms as previously advertised.

Hongkong, Jan. 19, 1917. 1299

FOR SALE

YACHT M.B. LOLLO yawl-rigged, 7 h.p. Thornycroft M. engine, (Kerosine) 30 long, 8 beam complete with dinghy, code flags, anchors, etc. 7 knots. Apply Mess President 74th Fungshui, Kowloon.

Hongkong, Feb. 2, 1917. 1454



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FLOZENGES**
cure the worst cough

DAIRY FARM NEWS.

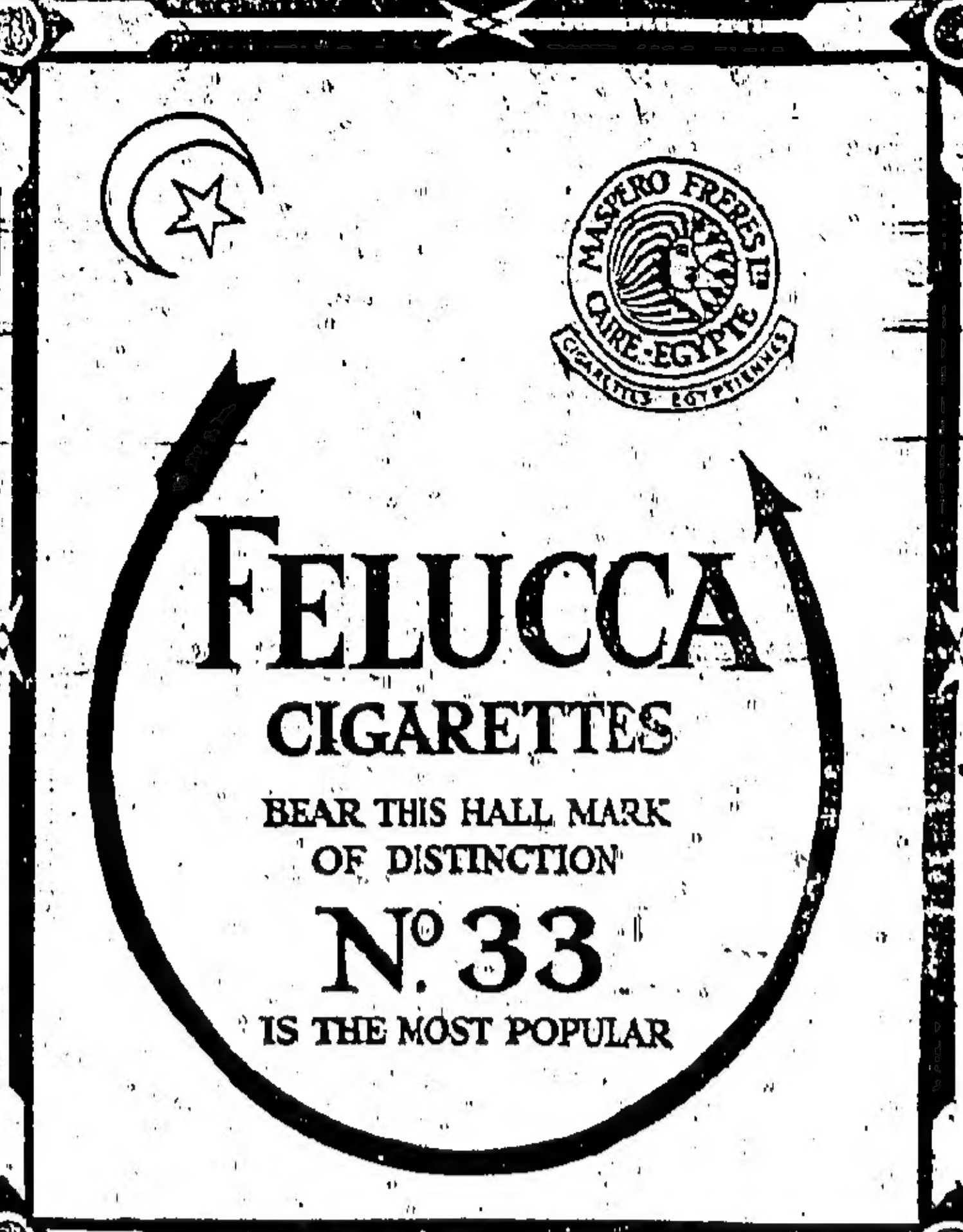
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OUR
HOUSE FED CAPONS
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CHICKENS.
Are the best in the East.
Tender eating, delicate flavor.
TRY THEM.

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Drapery, Millinery and Fashions Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Oilmen's Stores,
etc., etc.

Commission 2½% to 5%.
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(Incorporated 1814).
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Cable Address: "WILSON LONDON."



**FELUCCA
CIGARETTES**
BEAR THIS HALL MARK
OF DISTINCTION
N° 33
IS THE MOST POPULAR

FORTS V. SHIPS.

OLD PROBLEM REVIVED.

CHANGED CONDITIONS.

In a recent debate in the House Mr. Balfour let fall a remark which was most interesting both to the technical expert in gunnery and also to the student of psychology, says the *Globe*. The remark referred to the question of the apparent reluctance of the Navy to engage land forts, and Mr. Balfour was understood to say that, as long as he was responsible, he would not authorise harassing ships in engaging land forts. Some years ago—in fact, probably about the time that Mr. Balfour's mind ceased to be acquisitive, the late Admiral Colcomb pointed out the undoubted fact that land batteries possessed great advantages over ships principally owing to their possessing a stable gun platform and a considerable extent of invisibility, while the ships presented a very visible and vulnerable target. A furious controversy raged round the proposition of the gallant admiral, but the consensus of opinion turned in his favor, and it became an established rule of the text-books that in forts v. ships the former had won for all time. Mr. Balfour was then in the thick of the controversy, and doubtless heard all the arguments on both sides, with the result that the rule above quoted took full possession of his mind, which still evidently maintains its relative qualities.

But circumstances have greatly changed. One of the principal factors in the argument, and forming the basis of the discussion, was naturally the then effective range of the greatest ordnance of the day, at that time about 15,000 yards. This range, has now, by steadily increasing improvements, become 25,000 yards. Unfortunately this development was so slow that its importance was not discerned. The importance lay in the fact that the range of vision had not increased to an equal extent, hence the ships could in future engage the forts from below the horizon, perfectly invisible except to the fort, and had lost one of its vital advantages, and equally the ship had gained in an increasing ratio, because she had secured invisibility, and, with invisibility, security from gun attack from the fort, as no gunner can undertake to hit an invisible and moving target.

The boat is now on the other leg, and, given a fort, or forts, in a confined area such as Heligoland, they are liable to continuous attack and disruption by monitors. When Mr. Churchill spoke rashly of digging out the German Fleet, many people wondered what he meant, and believe he meant monitors to be the spades, or excavators, but greater game was afoot. They were diverted to Gallipoli, where their peculiar features made them quite unsuitable for use. Before they could be utilised for the purpose for which they were probably designed, Mr. Churchill and Lord Fisher had fallen from grace.

These notes are chiefly designed to show that when Mr. Balfour spoke so strongly, his mind was full of ancient facts and preconceived ideas. Perhaps he will pardon us if we express the view that his own statement concerning freshness of mind when he resigned the leadership of his party is now very much in evidence.

COUGHING INTO
CONSUMPTION

"Only a Cough," but you stop it while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made for combating severe coughs. CURES any cough, but is only a cough. Very palatable. OF ALL CHEMISTS.

Price: 3s. 2d. and 3s. 6d.

BRITISH NURSES IN THE
DOBRUDJA.

ADVENTURES IN THE RETREAT.

Thrilling adventures in the Rumanian retreat in the Dobruja are narrated by Miss Madras, who has been serving as motor-driver and interpreter with the London unit (L.S.W.S.) of the Scottish Women's Hospital in the Balkans, and is at present home on leave.

When the retreat began on October 22 some members of the unit were working at an advanced point, and they fell back to the hospital at Medgidia. Thirty-six hours later orders were received to evacuate the hospital. Equipment, which had taken six days to unpack, had to be packed in four hours, and in addition wounded soldiers, who kept pouring in, had to receive attention. While the work was in progress news came that the line might after all be held, and the evacuation was then postponed. When a renewed order for speedy departure arrived the staff decided to chance things and to hang on during the night, but shells were falling and eventually they had to go.

Between the time of being told to pack up and the actual departure 350 wounded men were received and dealt with. Sixty bullock carts had been promised to transport the hospital equipment, but only five arrived, and it was with difficulty that a few additional carts were obtained. By making several journeys the unit got its material to the station, but by this time all the civilians and the Rumanian and Russian Headquarters Staff had gone, and Medgidia was in flames.

The journey to Tchernovoda had to be made in trucks, which also carried wounded, who had only had a first aid dressing of their injuries. No food was to be had on the journey, and the party were without anything to eat for 88 hours. Two nights and the greater part of another day were occupied in covering a distance which normally takes five hours. Bombs fell near the railway during the journey, and all the villages were burning. The capture of the train several times appeared certain, but eventually the people got through safely.

Shortly after Tchernovoda had been reached the train started without warning to cross the Danube bridge. The approach of two hostile aeroplanes had been observed and apparently the bridge was the objective of the attack. The train crossed without disaster, but bombs were dropped all around and two slightly damaged the bridge. Miss Monfries and her companions afterwards got through to Galatz and finally to Odessa.

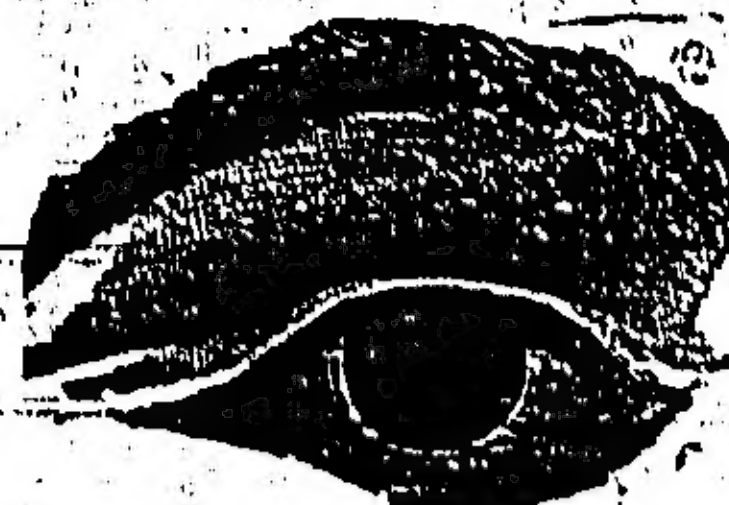
A section of the unit which travelled by road was five days and five nights in completing the journey. The road was narrow, deep in mud, and crowded with refugees and their farm stock. The unit is now at Odessa refitting, and funds are required to renew the equipment. Before the retreat Miss Monfries was in Bukarest and Constantza.

BRITISH WOMEN DECORATED FOR
VALOUR.

The Italian "Military Bulletin" announces that the Medal for Valour has been conferred on Countess Helens Gléichen and Miss Nina Hollings, both belonging to the British X-ray section at the Italian front.

The "Bulletin" gives the following reason for conferring the decorations:—They gave their useful and valuable work for the Italian wounded on the Isonzo front, going willingly wherever called, even crossing zones under artillery fire, and being on several occasions a target for the enemy. They showed courage, intrepidity, and contempt of danger, always accompanying their duty with equal selflessness, lofty courage, and devotion.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.
At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.
SCIENTIFIC OPTICIANS
MARK BLDGS. CHATER RD.
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HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)
COAL DEPARTMENT.

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**TAKASHIMA, OGHI, MUTANE,
KISHIOHARA, YOSHINOYAMA,
HOJO, KAMAZUTA, SATO, KAKADA,
SHINKEW, KAMIYAMADA, REBAI
& OYUBARI COLLIERIES.**
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SINGON & CO.

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**IRON, STEEL, METAL AND HARD
WARE MERCHANTS.** Wholesale
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and Foundry Coke Importers. General Store-
keepers and Shipchandlers Nos. 31 and
37, Hing Loong Street, (2nd Street west
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Hongkong September 4, 1915.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A.L.A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Waltham's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCS	ENTRANCE BREADTH	DEPTH OVER BILGE AT ORDINARY SPRING TIDE	RISE OF TIDE SPRINGS	NEAPS
KOWLOON					
No. 1 Dock, Kowloon	707	100	15	15	15
No. 2 Dock, Kowloon	271	100	15	15	15
No. 3 Dock, Kowloon	254	100	15	15	15
Patent Slip, No. 1, Kowloon	317	100	15	15	15
TAI KOW					
James Watson Dock	407	100	15	15	15
WHAMPOA					
Patent Slip, No. 1, Whampoa	254	100	15	15	15
Patent Slip, No. 2, Whampoa	254	100	15	15	15

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Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

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ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.



JOHNNIE WALKER—"Still going strong": that's the slogan. It's been mine since 1820.

JOHNNIE WALKER "White Label" 6 years old.
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JOHNNIE WALKER "Black Label" 12 years old.
Guaranteed same quality throughout the world.

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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor on its marvelous properties ever equalled in all cases of poisons, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbued into the system than it permeates and purifies the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with: removing all blotches, pimples, spots, scurf, scrofulous and glandular swellings, discolourations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, diarrhoea, blood poisons, cancer, erysipelas, bad legs, old sores, abscesses, ulcers, wounds, sores, gonorrhea or Derrhytiae, etc. It improves the general health, and quickly removes long-standing bronchitis, asthma, and headache, straining, spermatic cough, too often the precursor of consumption.

VETARZO BRAIN AND NERVE FOOD. See next page for fuller particulars. Send stamped addressed envelope for Free Booklet, or P.O. 20 for Trial Bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

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Another of C. & B.'s Delicacies

C. & B. OXFORD SAUSAGES

UNEXCELLED.

Crosse & Blackwell guarantee these and all their other table delicacies to be produced under ideal conditions of cleanliness.

AGENTS FOR LEA & FERRIS' WORCESTERSHIRE SAUCE.



D. J. Collis Browne's Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

DIARRHOEA, and is the only Specific in CHOLERA and DYSENTERY.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind, creates a calm refreshing sleep, always relieves the nervous system when all other remedies fail, leaves no bad effects and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

Sold by all Chemists. Prices in England: 1/11, 2/6, 4/6.

FEVER, CROUP, AGUE. COUGHS, COLDS, ASTHMA, BRONCHITIS, NEURALGIA, COLIC, PRURITUS.

The only Palliative for all these ailments.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind, creates a calm refreshing sleep, always relieves the nervous system when all other remedies fail, leaves no bad effects and can be taken when no other medicine can be tolerated.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 9th February, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—

HOUSEHOLD FURNITURE, &c.

Comprising—
Taskwood Twin Bedsteads, Carpets and Rugs, Sideboards, Dinner Waggon, etc., Dining Tables and Chairs, Chesterfield Sofas, Arm-chairs, &c., Wardrobes and Toilet Tables, Double and Single Brass-mounted Bedsteads, Cots, &c., Miscellaneous Furniture, Blackwood Ware, including Chinese, Fire Brackets, &c., Brass Fenders and Wire Baskets, a few lots Porcelain, &c., Pantry, Bath Room and Kitchen Utensils, &c., &c., &c.

A few lots of Turkish Towels, Bath Towels, Brass Vases, Brass Finger Bowls. (Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 30, 1917. 1468

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

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TUESDAY,

the 6th February, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,—

A LARGE QUANTITY OF VALUABLE TEAKWOOD AND SUNDRY BLACKWOOD FURNITURE, &c.

At Follows:—
Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Double Brass-mounted Bedstead, Brass and Teakwood Twin Bedsteads, Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Set, &c., Bath Room Utensils, Large Roll-top Desk and Writing Tables, etc., Sundry Electro Plated Ware.

Made by Challen & Sons, London, in good condition. Electric Reading Lamp and Stove (New), blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, Carpets and Rugs, Clocks, etc.

Also
Tennis Poles and Netting, &c., &c.
Brass, Finger Bowls, and a few lots Table Linen, &c.

(Full Particulars from Catalogue.)

Terms:—Cash.

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Hongkong, Jan. 31, 1917. 1469

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

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HOUSEHOLD FURNITURE, &c.

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A few lots of Turkish Towels, Bath Towels, Brass Vases, Brass Finger Bowls. (Full Particulars from Catalogue.)

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Hongkong, Jan. 30, 1917. 1468

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OBTAINABLE at the "CHINA MAIL" Office, 5, Wynham Street, Hongkong:—

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HONGKONG'S MUSICAL HISTORY 30

NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA (By Rev. G. A. Bagnall, M.A.) 50

Part I—Mammals and Birds 50

Part II—Reptiles, Amphibians and Fishes 50

THE MISSIONS STRANGERS (History of the Eastern Churches) 1.00

CHINESE SCHOOL BOOK (San-Tse-King, translated by E. J. Ellis) 20

SIR ROBERT HART'S LAND TAX MEMORANDUM (criticism) 1.00

WASHING BOOKS (for men) 20

AUCTIONS.

MR. GEO. P. LAMBERT

AUCTIONEER

BY ORDER OF THE MORTGAGEE PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY

situate at Victoria in the Colony of Hongkong to be sold by order of the Mortgagee by Public Auction on

TUESDAY,

the 6th day of February, 1917 at 3 o'clock P.M.

By
MR. GEO. P. LAMBERT, Auctioneer, at his Sales Rooms, Duddell Street.

The Property consists of:—
All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as MARINE LOT No. 43 together with the messuages and premises thereon known as Nos. 6 and 7 Praya East and Nos. 48, 50, 52, 54, 56, 58 and 60 Queen's Road East Victoria aforesaid.

The said premises are held for the term of 999 years from the 8th day of July, 1844 created therein by a Crown Lease of the said Lot dated the 14th day of July, 1882 and made between Her late Majesty Queen Victoria of the one part and Lee Yim Wa of the other part, subject to the payment of the Crown Rent and to the observance and performance of the Lessee's covenants and conditions therein reserved and contained.

Area 27,500 square feet or thereabouts. Annual Crown Rent \$484.84.

For further particulars and conditions of sale apply to

DENNIS & BOWLEY
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MR. GEO. P. LAMBERT,
Auctioneer, Duddell Street.
Hongkong, Jan. 25, 1917. 1441

SILIMPON (SEBATTIE) COAL.

THE Undersigned having been appointed agents for the COALBROOK COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (traded in Bankers at SEBATTIE or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results in a very moderate consumption.

Steamers, calling at SEBATTIE or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At SEBATTIE Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebattie Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.
Agents, Cowi Harbour Coal Company, Limited.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

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Supplies the blood with the wanted nourishment and healthy flesh building materials. Very palatable.

OF ALL GENTS

Phone 55, 51, 25 and 22-25

OPEN BOATS.

THE STORY OF THE "CLAN MACFARLANE."

[BY ALFRED NOYES.]

Two telegrams began this winter's tale.—The first, to C. in C.E. India. "Have you any news of the a.s. 'Clan Macfarlane'?" passed Malta on December 27th, bound for Port Said. The second, from C. in C.E. India. "Clan Macfarlane has not yet arrived in Egypt."

The "Clan Macfarlane," of the Port of Glasgow, was a steamer of some 4,000 tons, built of steel at Sunderland. She had a crew of 75 hands, a general cargo, and left Birkenhead on December 18th, 1915.

On December 30th at 3.45 p.m. she was steaming at full speed, making an average of 10 knots. There was a look-out in the crow's nest and two look-outs were on the fore-castle head. The weather was fine and clear. The wind was in the west, blowing moderately, with a slight sea.

The chief officer, Frederick James Hawley, had just been called, as he was to go on duty at 4 o'clock, when he felt and heard a violent explosion. He ran on deck and found the upper hatches of No. 5 hold and the tarpaulins blown out of position. They had been battered down on leaving Liverpool. He gave orders at once to lower the boats below the level of the harbour deck, and this was done. He then sounded No. 5 bells and found 18 inches of water. He also saw the cargo breaking up and floating out of the steamer's side. She had been struck on the starboard side, at No. 5 hatch, below the water-line.

Hawley then personally searched the forecastles to make sure that nobody was in them. He conferred with the master, and they decided to abandon the ship, as she was beginning to settle by the stern and it was growing dark.

At about 5.15 all hands left the steamer in six boats and rowed clear. About 6 o'clock a submarine appeared from the southward and fired six shots into the steamer on the port side forward. At 6.15 all the boats were made fast, stern of the master's boat, to keep them together during the night. A few minutes later the submarine came alongside, asked for particulars of the steamer, and then steered to the eastward. After this master were stepped, sails broken out, and a course set for Crete, which was thought to be 45 or 50 miles away. They sailed all night.

In the early hours of New Year's morning it fell calm. The boats were separated and the men rowed till 10 a.m., when the boats were all made fast again stern of the master's boat. They sailed all night.

On January 2nd, at 8 o'clock in the morning, they made the north-east end of Crete; but the wind rose and increased, and the boats were blown to the south-west, along the coast. It was only three or four miles distant; but the heavy sea made it impossible to land.

At 10 o'clock that night the third officer's boat parted the tow-ropes. The second officer's boat was attached to this one; and they were both swallowed up in the darkness. The master's boat cast off and went in search of them. Hawley's boat lay to with the others all night waiting.

It was a terrible night. There were a good many natives of India in the boat's crew; and they suffered greatly from the exposure. One by one in the dim light of the lanterns, pathetically as children, they gave up the fight for life and slipped into the water, that swilled about their feet. The wild eyes, always aloof from our own, flashed like the eyes of frightened forest creatures, and their lips murmured deliciously of their distant East. Five of them died in Hawley's boat, and were lifted, dripping from the water that had been shipped, and slipped over the side into the dark sea. A sixth died in the second officer's boat.

At daybreak, on January 3rd the master's boat was sighted, a black dot among the distant white-caps; and, at about 8 o'clock, he rejoined them. He told them that he had been unable to find the missing boats, and that three natives in his own boat had also died during the night.

At 4 o'clock on the afternoon of this day they decided to abandon No. 1 boat, transferring the fourth engineer, who was in charge of it, with six natives, to Hawley's boat, and two natives to the master's boat. The wind rose and increased, and, at 4.30, the rudder on the

master's boat was carried away. He then made fast stern of the second officer's boat.

At 5.30 the wind and sea had increased so much that the master was forced to let go. He set a reefed jib; and at daylight on the 4th there was no sign of him. At 2 p.m. he was sighted again, sailing to the westward. Hawley set sail and tried to follow him; but he had the second officer's boat attached and could not get up to him. The last they saw of the master's boat was at sunset on the 4th, making about W.S.W. and finally vanishing into the evening light.

Sails were stowed and the boats lay to. The sea anchor was used that night; and at daybreak Hawley attached a bucket to the sea anchor to increase its weight.

At 1 a.m. on the 5th it was decided to abandon No. 4 boat, and transfer the second officer, fifth engineer, and seven natives, with their food and water, to Hawley's boat. This was a perilous task in a wind and sea so boisterous, and during the process the rudder of Hawley's boat was broken and unshipped. He then used an anchor, with a goose-winged jib as a jigger, to keep head to sea.

During the forenoon the wind increased to a gale, with a high increasing sea. The boat laboured heavily and shipped water, and heavy sprays burst continually over the men as they baled. Oil was used and the baling went on without a break.

At noon on the 5th they sighted the smoke of a steamer on the S.E., but she drew no nearer and the smoke died away. All this time, it must be remembered, the men were soaked from head to foot by the wintry seas. On January 6th at 8 o'clock the second cook died from exposure, and the blue frozen body was dropped overboard. Half an hour later the officer's boy died, and at 9 o'clock on the same bleak morning a fireman died. The burial of these dead, the heave and brief plunge of the bodies as they lightened the boat, were the only interruptions to the long monotony of the baling.

At 10 o'clock the wind and sea moderated a little. Hawley set a reefed lug-sail, and, having decided to make for Alexandria, though it was about 250 miles distant, he steered E.S.E. At 4.15 that afternoon another native died and was "buried."

They sailed all night. At 5 a.m. on January 7th the wind shifted to N.W. and freshened, and the sea increased again. At 6 o'clock the captain's boy died (having fought hard for life all through the night), and his burial left the boat still lighter.

At 7.30 a.m. they put a second reef in the lug-sail and steered S.E. At 8 a.m. they sighted a steamer on the port bow, only about three miles distant. Cries broke from their blackened lips, and they made signals of distress by waving some of the dead men's clothing, a coat and a shirt on a stick.

When the steamer sighted the boats she heeded for them at once; and signalled by blowing her whistle. At 8.30 they were alongside the steamer (The Crown of Arragon), and by 9 o'clock the diminished crews were taken aboard. They were all at the point of exhaustion.

On the Crown of Arragon brandy and hot coffee and dry clothes were given to them. But on the way to Malta two more men died from the effects of their long exposure.

The rest was told in a few telegrams reporting the case, and asking that search should be made for the missing boats. They were never found. "Civilization" is very big and busy; and one telegram in reply stated "No ships available."

But grimly as this crew was thinned out, that of the Whitgift fared even worse. The only evidence of the attack on this ship is that of a Japanese, one of the crew, who sent a postcard to the owners (Messrs. Parker, Hamilton, and Co.) from a prison camp in Germany. All the rest of the crew were lost. The post-card ran as follows:—

To Misses, Palkel, Hamilton, and Co., 17, 6.16.

Dear Sirs,—I have written you once from Hemein, but did not receive any answer. I am now in Lager Holmünden, "Barack 4." On the 20.4.16, our ship was taken torpedoes by a German U boat, and now I am prisoner. If it is possible I would be very grateful to you if you would send from time to time a parcel and money, because all my things are lost, and I cannot write to Japan. Yours,—LEONARDO SANCHEZ.

The waves of the war break on every coast in the world, and the sound of them washes over every continent, bringing sorrow to the remotest ends of the earth. In the early days of the war I met an old gardener on the coast of Maine. He was a Scot by birth, but had been an American citizen for over half a century. "My son went back to Scotland," he told me, "to see some of my folks at home, and he took up missus-weaving. He was drowned just off Aberdeen, where I was born."

But it is almost equally dangerous for neutral seamen to engage in the human work of bringing food to Belgium. The Greek steamer "Embrico" was taking a cargo of maize for the Belgian Relief Committee, when she was sunk by a submarine in the channel. The crew were put into open boats at nightfall, though the weather was very stormy, with a wild rain, and the sea ran mountains high.

The Greek captain (John Palacrosses) lost sight of the second boat (there were only two) as they were going before the wind and sea. He tried to go back and find them, but found it impossible, and went on his way burning paraffin flares.

They saw the flash of the Lizard Light across the funnel of the steamer; and a steamer passed them, like a great "hail" with lights on. The men shouted, the captain blew his whistle, and

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the flare (which was about 50-candle power) must have been seen. In these waters, however, at night a large steamer is apt to suspect the tricks of the U boat in any unusual signals, and cannot take too many risks.

Eventually they encountered the green light of one of our heroic little British trawlers; and heard the reassuring shout, "All right."

The sea was so rough, however, that it was after midnight when they were hauled aboard. They searched the sea as thoroughly as possible in that wild weather; but the other boat with her crew of 12 Greek seamen was never seen again. So much for the German tenderness towards the Kingdom of Greece.

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TELEGRAMS.

(Continued from Page 1.)

"A REAL AND FORMIDABLE PERIL."

LONDON, Feb. 2. The British Press does not conceal its belief that the German threat implies a real and formidable peril demanding all the nation's endurance. It expresses the opinion that this frightfulness has been long anticipated and the Allies considered it as the recent naval conference in London.

Confidence is expressed that preparations will be made to meet it. The greatest difficulty will be with the submarine mine-layers.

The situation of Germany is compared with that of Napoleon in 1812 when he vainly tried to achieve a decision by destroying commerce. It is not doubted that the Kaiser's declaration of war against the civilised world will not succeed in saving the Hohenzollern dynasty.

It is anticipated, that the United States, like Great Britain in 1914, will prove that Germany has made another psychological miscalculation.

The *Morning Post* suggests that high German prisoners should be placed on hospital ships as hostages.

The *Daily Chronicle* urges the Allies to agree as to the penalties they will exact after the war, specifying the persons they will penalise, and collectively notify Germany of their decision now.

STATEMENT BY SIR EDWARD CARSON.

LONDON, Feb. 2. Sir Edward Carson, First Lord of the Admiralty, in a letter expressing his regret that a cold would not permit him to attend a meeting in connection with the War Loan at Hull, does not conceal the grave danger of German submarineism but he says the Admiralty is tirelessly grappling with the problem night and day.

THE ALLIES AND NEUTRALS.

SPEECH BY SIR F. E. SMITH.

LONDON, Feb. 2. Sir F. E. Smith, K.C., the Attorney-General, speaking at Cardiff, said no belligerent in the world's history had ever dared to challenge a proud and powerful neutral.

"We believe that we Allies are strong enough," the Attorney-General said, "to fight out the quarrel ourselves. We have been the custodians of the honour of the neutrals and we now tell them to be the custodians of their own. We only ask that when the time for settlement comes those who sacrificed shall decide."

FOOD QUESTION IN ENGLAND.

A WEEKLY AVERAGE OF CONSUMPTION SUGGESTED.

LONDON, Feb. 2. The Press Bureau issues a notice by the Food Controller as to the urgent necessity for curtailing consumption. It states that it is only possible to maintain an adequate margin to meet the actual situation and contingencies by adopting a system of average apportionment. He is unwilling to adopt compulsory rationing unless it is necessary and relies on the people's honour and sense of patriotism to observe voluntarily the following average weekly consumption per head:

Bread 4 lbs.
Meat 2½ lbs.
Sugar ½ lbs.

The Food Controller points out that if everybody reduced his or her consumption by one pound of bread and half a pound of meat weekly, there would be a saving of over a million tons of food a year. Meanwhile the machinery for rationing is being organised in case of necessity.

WILL HOLLAND BE DRAWN IN?

AMSTERDAM, Feb. 2. The *Nieuwe Rotterdamse Courant* expresses the opinion that the prospects of Holland being drawn into the war have been considerably increased.

THE SCUTTLED SHIP.

WASHINGTON, Feb. 2. It is believed that the scuttling (at Charleston, South Carolina) of the *Lafayette* was due to the German Admiralty ordering its destruction.

THE WESTERN FRONT.

LONDON, Feb. 2. Field Marshal Sir Douglas Haig reports:

We carried out a successful enterprise north-east of Guendecourt, taking 56 prisoners.

We drove off an attack in the neighbourhood of Gommecourt, and destructively bombarded a dump east of Bouchavesnes.

Our aeroplanes did much useful work. Four are missing.

A GERMAN REPORT.

LONDON, Feb. 2. A German official report states: Between Arras and Arras numerous strong English advances have failed.

There has been lively reconnoitring activity south-west of Miramont, and north-east of Le Sara.

The English penetrated our position on the Guendecourt-Boanencourt road, but by a counter-attack we recaptured it and took some prisoners.

FRENCH OPERATIONS.

LONDON, Feb. 2. A French communiqué says: An enemy attack south of Lortrey in Lorraine, failed. There has been lively artillery work in the sector, Pouvion, right bank of the Meuse, Metzeral, and the Vosges.

A German aeroplane bombed Dunkirk but there were no casualties and the damage done was insignificant.

GERMAN TROOPS CONCENTRATING.

AMSTERDAM, Feb. 2. Further reports are published of German troops concentrating on the Dutch frontier.

GERMAN TROOPS TRANSFERRED TO WEST FRONT.

PETROGRAD, Feb. 2. Except in the Riga sector where three Divisions of German reinforcements have arrived, the enemy is transferring considerable German troops from the Russian fronts to the Western front, with a view to the impending clash there.

THE FORMER GERMAN COLONIES.

LONDON, Feb. 2. The newspapers generally welcome Mr. Walter Long's announcement regarding the retention of the German Colonies.

The *Daily Chronicle* suggests that it might be usefully supplemented by a similar announcement regarding Mesopotamia.

NATIONAL SERVICE.

WOMEN'S DEPARTMENT CREATED.

LONDON, Feb. 2. A Women's Department of the National Service has been established. Mrs. Tennant, wife of the former Secretary for Scotland, is Director and Miss Violet Markham Assistant Director.

WAGES IN LANCASHIRE.

LONDON, Feb. 2. The Court of Arbitration has awarded the Lancashire cardroom workers 10 per cent. advance in wages from February 11th, stipulating that it shall be regarded as war wages due to and dependent on a continuance of the present abnormal conditions. Either side may apply for a revision after August and subsequent variations shall be for half-yearly periods only.

Y.C.S. POSTHUMOUSLY CONFERRED.

LONDON, Feb. 2. The Victoria Cross has been posthumously granted to Lieutenant H. O. B. Firman, R.N., and to C. H. Cowley of the Naval Volunteer Reserve, for conspicuous gallantry in an unsuccessful attempt made by night to re-provision the forces besieged at Kut-el-Amara in April 1916. Both were killed on the occasion.

THE ALLIES AND GREECE.

LONDON, Feb. 2. The Allies are temporarily arranging to mitigate the blockade and to relieve the poorer Greeks, in view of the fact that most of their demands have been carried out.

EARLIER TELEGRAMS.

THE NEW GERMAN ANNOUNCEMENT.

GREAT BRITAIN THE ARCH ENEMY.

AMSTERDAM, Feb. 2. A passage in Dr. Bethmann-Hollweg's peroration reading: "The Admiralty and Fleet are firmly convinced that Great Britain will be brought to peace by force of arms as a result of the experience of submarine warfare"—is taken as the text for German Press comments which unanimously single out Great Britain as the enemy, promising unheard-of terrors which will "materially hit the Island people."

The semi-official *Adriaan* "Freundenblatt" hopes that the peace for which the world is longing will be brought nearer by the employment of the strongest means against "the tyrant of the seas."

The Reichstag is debating Dr. Bethmann-Hollweg's speech in secret session.

FRENCH COMMENT.

PARIS, Feb. 2. The papers, while recognising that the task of the Allied fleets is daily becoming harder, refuse to be intimidated by the threat of further atrocities at the very moment when the enemy's force is falling.

AMERICA AND GERMANY'S NOTE.

HIGH INDIGNATION.

WASHINGTON, Feb. 2. High indignation is being felt at the German Note, and the opinion is freely expressed that the severance of diplomatic relations is inevitable.

LATER.

Indications as to the Government's course will not be announced until certain steps are taken through the Navy Department and Treasury as to the safeguarding of American ports and other interests.

In the Concord (New Hampshire) Legislature, Mr. Taft said that a dangerous crisis had arisen in German-American relations. He emphasised the necessity for hastening military and naval preparations.

It is believed that a communication has been sent or is about to be sent to Germany warning her against unrestricted submarine and threatening the severance of diplomatic relations if she persists in breaking her pledge to the United States.

NEW YORK HARBOUR "UNSEALED."

NEW YORK, Feb. 2. The Port has been "unsealed."

THE WESTERN FRONT.

SUCCESSFUL BRITISH OPERATIONS.

OVER 1,200 PRISONERS TAKEN IN JANUARY.

LONDON, Feb. 2. Field Marshal Sir Douglas Haig reports:

We improved our position north of Beaumont Hamel and carried out a successful raid south-east of Neuville St. Vaast.

We repulsed attempts to approach our line south-east of Arras and east of Ypres. Two other attacks in the neighbourhood of Wytschaete by strong parties, dressed in white, were beaten back with heavy casualties. The enemy's artillery was more active to the south of Ypres.

The British took prisoner 1,228 Germans, including 27 officers, in January. Among the regiments which specially distinguished themselves was the Second Battalion of the 3rd New Zealand Rifle Brigade.

THE FRENCH FRONT.

LONDON, Feb. 2. A French communiqué says:—There is nothing to report except a lively artillery duel at Hartmannswillerkopf and east of Metzeral.

GERMAN INTERNED VESSEL SCUTTLED.

CHARLESTON, S.C., Feb. 2. The German freighter *Lichtenfels* which had been tied up since the outbreak of the war, has sunk.

The Captain declined the assistance of tugs. It is believed that the vessel was scuttled.

TICKLING IN THE THROAT.

EVEN the slightest tickling or hoarseness in the throat may be the forerunner of a dangerous illness. Stop it at once with Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

THE HOSPITAL SHIP ALLEGATIONS.

GERMAN FALSEHOODS ABOUT THE "BRITANNIC."

LONDON, Jan. 2.

The Admiralty state that a German wireless message alleges that the *Britannic* carried 2,500 British soldiers who were not invalids. The allegation is based on the sworn testimony of Albert Messany, the Austrian singer, who was interned at Malta at the outbreak of war and who returned to England in November aboard the "Britannic" because he was an invalid, after which he was repatriated.

The German Press messages are filled with similar falsehoods with a view to manufacturing pretexts for the latest methods of warfare.

It is announced that it cannot be too emphatically re-stated that never since the beginning of the war have any but invalids and hospital staff embarked on any British hospital ships.

GERMANY'S SHORT SUPPLIES.

THE FOOD DICTIONARY'S FIGURES.

AMSTERDAM, Dec. 17. A fact that emerges with increasing distinctness from an examination of the circumstances surrounding the German proposal is that unless peace is obtained, the economic conditions of the Central Empires are such as to threaten an acute domestic crisis.

That Germany is rapidly exhausting her reserves of food supplies seems evident. The harvest is completed, and even the *Arbeits Zeitung* has admitted the situation is "very serious." The Food Dictator, Herr von Batocki, addressing a number of Berlin editors on the eve of the Chancellor's Reichstag speech, and therefore evidently with a view to influencing Russian comment on the peace proposal, stated that the potato crop this year is 20,000,000 tons as against 50,000,000 tons last year. He estimated the shortage as equivalent in food value to 5,000,000 tons of cereals; as, however, the increase in the German cereal harvest amounted to only 3,000,000 tons, there remains a deficit of 2,000,000 tons of cereals as compared with last year.

Since then, however, Herr von Batocki has been interviewed at Vienna, and according to the *Volksbeobachter*, he said that Germany had been hard hit by the shortage, but that there had been no actual need—only an unpleasant shortage, which was removed even before the Rumanian booty was captured. "Now we are richly provided with breadstuffs from Rumania, so that until the next harvest we can positively luxuriate, and not only so, but also Austria is suffering from this it would appear that Herr von Batocki's views on the German situation have undergone a radical modification since Monday last."

It has been announced in the German Press that after January no more potatoes will be employed for human consumption, and that their place will be taken by barley, which has proved unsatisfactory for bread-making purposes, but which, nevertheless, is a valuable food substance when suitably treated. Oatmeal will also be utilized. It is important, however, to note that Germany has not enough barley or any other cereal to make up the deficiency. It is hoped to derive supplies from Rumania, but the *Colo-ne Gazette* learns from Berlin that in the most favourable circumstances only 1,000,000 tons of barley can be obtained from Rumania. Assuming that this whole quantity is secured as a substitute for breadstuffs, the shortage in the most favourable circumstances will therefore be 500,000 tons.

Germany is promised increased meat rations in February, derived from the more extensive slaughtering of animals. This will only bring the rationing of meat to the motive for the slaughtering is the impossibility of feeding stock, which will be killed off in lean condition. The recognition of all these facts is undoubtedly the chief reason for the proposed collective meals throughout Germany, but already even in many large cities this has been pronounced impracticable.

It will be observed that in the foregoing consideration of Germany's economic position no account has been taken of the needs of Austria-Hungary, which are even more pressing than Germany's. Her economic partner, Herr von Kärner attached the utmost importance to the problem of provisioning Austria, and his difficulties with Count Tizsa are reported to have become acute largely owing to his insistence upon Austrian food requirements. It is pointed out also that Austria apparently demands the whole of the available supplies of Rumanian cereals for her own use, a fact to which the attention has already been called by the *New York Press*. Long explanations of Herr von Kärner's failure are published in the German Press, but the most illuminating is the naive observation of the *Colo-ne Gazette* that "von Kärner seems to have obtained some advantages over Hungarian selfishness in the matter of common action with regard to war economies."

From the foregoing it will be seen that there are at least three countries, Germany, Austria, and Hungary, contending for the Rumanian windfall, though there may not be much doubt about which will succeed in appropriating it.—Times.

GIFT OF AN AMBULANCE.

The staff of the Far Eastern depots of the Asiatic Petroleum Company have presented the British Red Cross Society with a Buick motor ambulance. It was presented by Mr. J. J. Kennedy, secretary of the associated companies representing the "Shell" Royal-Dutch interests, and amongst those present were Mr. M. S. Abrahams and Mr. Phillips of the Anglo-Saxon Petroleum Company, and Mr. Adolph de Jongh of the Asiatic Petroleum Company. The ambulance, which is equipped in the most up-to-date manner, is capable of carrying four wounded soldiers, and took up duty at once.

A HERO OF THE SEA.

RESCUES FROM BURNING OIL SHIP.

The Times recently received from a correspondent who signs himself "An Englishman" the following account of a splendid act of heroism at sea:—

In the *Times* of December 11 there was reported, among the shipping casualties the loss by enemy submarine of S.S. Conch, 5,620 tons, belonging to the Anglo-Saxon Petroleum Company (Limited), which had been torpedoed on the previous Friday. There was just the bare report, no more. May I, through your columns, tell the people of this great naval country of our a tale of heroism?

At 11 o'clock on the night of Thursday, December 7, the steamship Conch, carrying 8,000 tons of benzine, was torpedoed and set on fire by a German submarine. At 3 a.m. or thereabouts a huge conflagration lurching through the water at a speed of some eight knots was observed by one of His Majesty's destroyers. She at once proceeded full speed in the direction of the blaze. A large steamer was discovered burning fore and aft, and to the horror of every one there were some 30 men aboard, huddled together and seemingly doomed. Three steamers, all larger and tougher than the destroyer, were steaming along about a quarter of a mile away from this terrifying spectacle. They had been there for hours powerless to help. What could be done? How could they help? The blazing Conch had been left with engines running, and she was under no control. A nasty sea was getting up, and she was from end to end a mass of flames. More horrible still, her cargo of benzine was every moment welling out from her sides, causing lakes of fire all round her. Can you blame the stoutest hearts for keeping well away clear, as these three steamers did?

I want the country to know the following tale of glorious heroism. The captain of the destroyer saw it was sheer madness to attempt to go alongside her. She was still lurching at eight knots all over the place. Three times, by magnificent seamanship, he placed his vessel across the bows of the doomed oil steamer throwing overboard his rafts, his lifebelts and buoys, and finally his boats, and shouted to the crew to jump for their lives. Many did so, to be saved by the destroyer's boats, but not all. After two hours' magnificent seamanship there were still nine men left on board. The flames were now but a few feet off them, and the ship was going fast, but still stumbling along like some fearful live thing. But the captain of the destroyer found that there was no single life-saving apparatus left aboard his ship. The three other steamers waited, watching. I would have given years of my life, and so would any man, to have seen the slight, boyish figure of the destroyer's captain on his bridge, smiling a trifle sadly—he had a wife and a baby boy two days old at home—as he ordered boats, davits, and all overhanging gear to be turned in. Surely he was never going to put his ship alongside the burning Conch!

That was at 6.24 a.m. After 48 minutes of the most nerve-racking, terrible, and magnificent seamanship and judgment that had ever been seen, that British destroyer was placed gently and superbly alongside the Conch, and every single man of those doomed creatures was taken off. Two or three sharp orders, and the British man-of-war was clear. Ten minutes later the Conch had disappeared.

I have told the story but feebly and baldly. Not a word has been said, not a sign of recognition. Let us at least see that justice is done. Which was the destroyer, and who was the gallant and splendid man who, standing alone there on his bridge, smiled on that December morning?

BRITISH INDIA S. N. CO.'S REPORT.

LIMITED TONNAGE AVAILABLE FOR USUAL TRADE.

The report of the British India Steam Navigation Company, Limited, states that the balance available for distribution after providing for depreciation and deducting interim dividends paid in May last is £113,848, which the directors recommend should be distributed as follows:—Dividend of 6 percent on preference stock, £65,000; dividend of 8 percent (free of income tax) on shares, £27,678; special bonus of 4 percent (free of income tax) on shares, £23,228; less interim dividends, £25,738; balance to be carried forward, £18,770. The number of steamers employed by the Government during the year was increased, thus further limiting the tonnage available for ordinary trade. The mail services were performed with regularity. The company's fleet has been free of any serious accident during the year arising from ordinary marine risks, but the directors regret to report the loss of four steamers sunk by enemy submarines, viz., the *Umetia* (5,315 tons), the *Chantala* (4,949 tons), the *Coloinda* (5,874 tons), and (since closing accounts) the *Montbana* (4,829 tons). The *Montbana*, a new steamer delivered in June, was recently severely injured by a mine or submarine in the North Sea, but was able to make the Thames and is now undergoing repairs. Two of the four steamers which were under construction at the date of last report were delivered during the year, viz., the *Mantola* (5,933 tons), referred to above, and the *Sirpur* (4,400 tons). Arrangements have been made to obtain delivery of the remaining two, viz., the *Karagola* and *Yasna* as quickly as is possible under present conditions. The new steamer *Tanfield* (4,616 tons) was added to the fleet in June. The directors have contracted for the new vessels to replace the *Mantola* and *Mantula*, which were appropriated by Government. They have also contracted for a repeat of the *Nippona* (7,840 tons).

HARPER'S BALSAMIC COUGH LINCTUS.

The mild and soothing influence which this preparation has classes it among the most valuable of its kind, in cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm, from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering the delicate parts less susceptible of future irritation and disease.

DOSE.—From ten drops to one tea-spoonful according to age and circumstances, to be taken three or four times a day, or when the Cough is troublesome.

PRICE \$1.00 AND \$1.50 PER BOTTLE.

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HONGKONG POLICE RESERVE.

ANNIVERSARY.

The Superintendent and Inspectors of the Police Reserve invite all rank and their lady friends to be present at a Variety Entertainment to be held at the Theatre Royal, on Saturday, February 10th, at 8 p.m. The arrangements are in the hands of Staff Inspector Wilda and P.C. 659 Grimble.

A certain number of tickets will be issued to each Unit. Unit Commanders will report the estimated number of tickets required at the conclusion of the Company Parades on February 6th, 7th and 8th.

U.N. THE GOVERNOR'S INSPECTION.

(1) Will take place on the Polo Ground, Causeway Bay, on Saturday, February 10th, at 5.30 p.m.

(2) By Courtesy of the Hongkong Telegraph Company, free cars will be provided to and from Causeway Bay. Details will be issued.

(3) All Superintendents, Inspectors, Company, Platoon and Section Commanders, the Bandmaster, Drum Major and O. C. Buzzers will attend at Headquarters Club (School Room) at 5.45 p.m. on Monday, February 5th. Those on Patrol duty will report for duty will report for above.

(4) All Recruits in possession of uniform will attend the Inspection. Uniform, Caps and Covers, but without Rifles. They will parade under the Regimental Major at Central Station at 5.30 p.m. on Wednesday and Friday, February 7th and 9th.

COMPANY PARADES.

Uniform, Helmets and Spikes, and Rifles.

Tuesday, February 6th.—No. 3 and 4 Companies and Ambulance Platoon.

Wednesday, February 7th.—No. 1 Company and Maxim Gunners.

Thursday, February 8th.—No. 2 Company and Band.

No exemption is to be granted from these parades except by the undersigned.

BAND AND ORCHESTRA.

Crown Sergeant Rodriguez is appointed Assistant Bandmaster and Assistant Orchestra Conductor.

The Orchestra will attend the following practices at the Catholic Union Club at 8 p.m. sharp:—

Monday, February 5th.
Monday, February 12th.
Thursday, February 15th.

PROXIMITY.

The Hon. C.S.P. approves the proposition of Sergeant Wing Hin Nim, in charge of the rank of Crown Sergeant.

There will be issued a Betting Commission on application at this office.

after 11 noon on Monday, February 5th. They are to be applied for only for those men who will attend the Inspection in Helms.

(Ed.) F. C. JENKINS, D.S.P. (Ed.)

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

Orders for week ending February 10th, 1917.

Y.M.C.A. Division—Company Drill and Stretcher Drill daily at 8 p.m. Dress—Drill order.

Sayingpung Division—Company Drill and Stretcher Drill on Wednesday, the 7th inst., at 9.10 p.m. Dress—Drill order.

Victoria Division—Company Drill, Tuesday the 6th inst., at 8.15 p.m. First Aid Lectures, Monday the 5th inst., and Friday the 9th inst., at 5.15 p.m.

All Divisions will parade on Sunday, the 11th inst. Fall in at the Law Courts at 2.40 a.m.

Uniform.—Helmets, haversacks (fitting), waterbottles (fitted), shorts and puttees. Stretches will be required.

—(Ed.) E. RALPHS, Officer in Charge of District.

THE RISE IN EXCHANGE.

The rise in the China Exchanges in sympathy with the advanced quotation of silver naturally extends its ramifications in many ways. "Advantage" is naturally taken in a large number of cases to remit funds home at a dollar or less rate that has not been so favourable for a considerable period. That is useful to the man who can select his own time for the operation, and keep his funds in the East if rates are not to his satisfaction. But a high rate benefits all who have to remit, no matter what the rate is. This is exemplified in such cases as the Chinese Engineering and Mining Co. In their case, the shareholders of the company, who are them of the Kailan Mining Administration was about £4,000 less than that of the preceding year (June 30, 1916), the figure which comes in the credit of the profit and loss account is £30,000 more. Thus entirely to a more favourable rate of exchange. With the quotation of the rate for the operation, the company must allow June 30 last, the company must be profiting to a greater extent during its current year. At the same time, by the improvement in its method of working, which it is hoped to effect this year, the mines are expected to be in a position to remit a half ton of coal per acre.

SHIPPING

P. & O. S. N. Co.

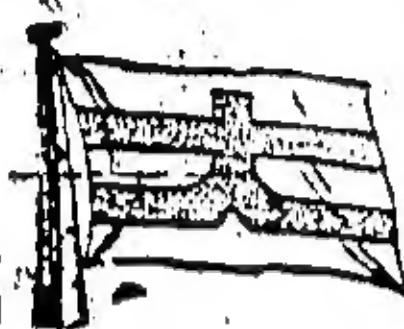
ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:-

For	STEAMERS	To	REMARKS
SHANGHAI, MOI & KOBE			
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES			
SHANGHAI, MOI, KOBE and YOKOHAMA			
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES			

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING etc. apply to
P. & O. S. N. Co.'s Office,
E. V. D. PARR,
Superintendent.

O. S. K.
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS
FROM HONGKONG.
(SUBJECT TO ALTERATION)

North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOI, KOBE and YOKOHAMA.

"PANAMA MARU" Sunday, 18th Feb., at 3 p.m.
"MANILA MARU" Thursday, 1st Mar., at 3 p.m.

FORMOSAN LINE. For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

"AMAKUSA MARU" Sunday, 4th Feb., at 10 a.m.
"JOSEPH MARU" Wednesday, 7th Feb., at 8 a.m.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

SOUTH AMERICAN LINE. Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE. Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE. Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE. Monthly service for Java ports calling at Manila, Sandakan and Agassan. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS
APPLY AT THE OFFICE.

H. YAMAUCHI, Manager,
No. 1, Queen's Building.

TEL. No. 744 & 745

THE EASTERN & AUSTRALIAN MAIL SERVICE
TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

THE steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-boats have Electric Fans. A duly qualified Doctor and stewards are carried.

All steamers fitted with Wireless Telegraphy.
For dates of arrival and departure and all further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS and SUEZ and PANAMA CANALS.

(With liberty to call at the Malabar Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE

Sailings from Hongkong.

Steamer from Hongkong on or about	Connecting at Calcutta with	On or about
A steamer	Shortly	

For freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. BANSHI MARU, For Moji, Kobe & Yokohama 8th Feb.
S.S. BORNEO MARU, For Moji, Kobe & Yokohama 20th Feb.
S.S. HOKUTO MARU, For Moji, Kobe & Yokohama 19th March.

For Sailing dates, Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW & BANGKOK	CHENOTU	Feb. 5, Daylight
SHANGHAI	SUNSHING	Feb. 6, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	Feb. 7, at Noon
SHANGHAI	SHANTUNG	Feb. 8, at 4 p.m.
SHANGHAI	YINGCHOW	Feb. 11, Daylight
HAIPHONG	SUNGKIANG	Feb. 13, at 10 a.m.
SHANGHAI	CHENAN	Feb. 13, at 4 p.m.
MANILA, CEBU & ILOILO	CHENAN	Feb. 14, at Noon
SHANGHAI	SUNSHING	Feb. 15, at 4 p.m.
MANILA, CEBU & ILOILO	TAKININ	Feb. 21, at Noon

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Teau".

SHANGHAI LINE. PASSENGERS, MAILS & CARGO.
S.S. "Anhui", "Chienan", "Yingchow", "Shantung" and "Sinking", with excellent accommodation. Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	YUEHSANG	MONDAY, Feb. 5, at 3 p.m.
SHANGHAI	CHOISANG	TUESDAY, Feb. 6, Daylight
HAIPHONG	TAKSANG	TUESDAY, Feb. 6, Daylight
SHANGHAI	KWONGSANG	WEDDAY, Feb. 7, Daylight
SHANGHAI, KOBE & MOI	KWONGSANG	WEDDAY, Feb. 7, Daylight
MANILA	LOONGSANG	SATURDAY, Feb. 10, at 3 p.m.

CALCUTTA LINE. Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE. Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE. A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings fit in both ports every Saturday.

HAIPHONG LINE. Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE. Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Duttu.

TIENSIN LINE. A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.

TEL. No. 215.

BRITISH INDIA STEAM
NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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JARDINE, MATHESON & Co., Ltd.,

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Agents.

THE ROYAL MAIL STEAM
PACKET COMPANY.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM

AND INTERMEDIATE PORTS

PLEASE APPLY TO

JARDINE, MATHESON & Co., Ltd.

AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

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DAVID SASSOON & CO., LTD.

AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	TUESDAY, 6th Feb. at 11 A.M.
HAIBONG	Capt. J. W. Evans	FRIDAY, 9th Feb. at 11 A.M.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
KOREA MARU	18,000-18 knots	Sat., 10th Feb.
SIBERIA MARU	18,000-18 knots	Mon., 26th Feb.
TENYO MARU	22,000-21 knots	Tues., 6th Mar.
NIPPON MARU	11,000-15 knots	Sat., 24th Mar.
SHIN-O-MARU	22,000-21 knots	Mon., 2nd April.
PERSIA MARU	9,000-14 knots	Mon., 16th April.

First Class to London G\$348. (271-10-0) Return G\$609. (2123)
" " San Francisco G\$250. " G\$437-50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer,

For full particulars as to Passage and Freight apply to

T. BAIGO, AGENT.

Telephone No. 291

KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
VICTORIA, BC, & SEATTLE via SHANGHAI	AWA MARU, Capt. Hayashi, Tons 12,500	WEDNESDAY, 7th Feb. at Noon
MOI, KOBE, NAGAOYA and YOKOHAMA	YOKOHA MARU, Capt. T. Tons 12,500	WEDNESDAY, 14th Feb. at Noon
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU, Capt. Soyeda, Tons 12,500	SATURDAY, 10th Feb. at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	IYO MARU, Capt. Takano, Tons 12,500	TUESDAY, 6th Feb. at 10 a.m.
SHANGHAI, MOI & KOBE	MIYAZAKI MARU, Capt. Terakata, Tons 16,000	MONDAY, 12th Feb. at 10 a.m.
SHANGHAI, MOI & KOBE	TENSHIN MARU, Capt. Shirai, Tons 8,000	WEDNESDAY, 14th Feb.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and TENRIFFE.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

[Wireless Telegraphy]

EASTBOUND NEW YORK LINE
via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and COLON.

For dates of departure and further information apply to

NIPPON YUSEN KAISHA,
B. MORI, Manager.

Telephone No. 291 & 293

INTIMATIONS

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914.
£23,970,387.

—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,500

Reserve Fund £37,047

Life & Annuity Funds £1,567,580

Sinking Fund Account £23,970,387

Revenue Fire Branch £2,381,456

Life and Annuity Branches £1,141,593

Revenue Marine Department £37,047

Other Receipts £78,940

£1,567,580

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

JAPANESE MAKERS,

Every kind of Footwear

MADE

TO

ORDER.



CHERRY & CO.,

FEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

AGENTS.

LONDON.—WILLIAM BLAIR, 45, Great Russell Street, W.C. 1. ALAN, 11 & 13, Clement's Lane, Lombard Street, E.C. 3. T. B. BROWN & Co., Ltd., 183, Queen's Road, Victoria, S.W. CLARKE, Box 2, PLATE, 25, Great Russell Street, E.C. 4. G. STREET & Son, Ltd., 30, Lombard Street, E.C. 4. CORN, 15, 29, Bridge St., E.C. 4. ROBERT WATSON, 150, Fleet Street, W.C. 2. MITCHELL & Co., 8, New Street, W.C. 2. D. J. KERR & Co., 87, Whitechapel Road, E.C. 1. MATHIE & Co., 10, 11, 12, New Bridge St., E.C. 4.

SCOTLAND.—FRED. L. SMITH, 5 North Bridge, Edinburgh.

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NEW YORK.—T. B. BROWN, Ltd., 200, Wall Street, New York City.

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FOUCHOW.—BROOKS & Co.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & SON, Melbourne and Sydney.

Ceylon.—W. M. SMITH & Co., The Asiatic Company, Colombo.

SINGAPORE, STRAITS, & KUALA.—KELLY & WATSON, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. E. WATSON & Co., Manila.

SHANGHAI.—Messrs. KELLY & WATSON, Ltd.

JAPAN.—Messrs. KELLY & WATSON, Ltd., Kobe and Yokohama.

CANTON.—YATUNG & Co.

THE CHINA MAIL, LTD., Wyndham Street, Hongkong.

THE CHINA MAIL

Can be obtained at the following places in Hongkong—

The Hongkong Hotel.

The Hongkong Ferry Wharf.

The Kowloon Ferry Wharf.

The Dwyer Park Tram Station.

The Lower Park Tram Station.

Wo Chong (D'Agular Street).

Hong Cheong (Kowloon).

etc. etc. etc.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail Steamer from Colombo	Due at Marseilles 1917	Due London 1917
Colombo	10th	10th	10th	10th

When Passengers change Steamers at COLOMBO, accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment) IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
Proposed Sailings:

STEAMERS	Leave Hongkong about	Leave Straits about	Due at Marseilles about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans, free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered with notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR, Superintendent

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

TUESDAY, FEBRUARY 6th, at NOON.

AN UNSUBSIDISED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 100 House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight apply to

THE BANK LINE LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

THE BANK LINE LTD., General Agents.
100 House Street, Canton.

CHINESE ENGINEERING AND MINING.

INCREASED PROFITS.

The fourth annual ordinary general meeting of the Chinese Engineering and Mining Co., Ltd., was held at Winchester House, E.C.4, on 10th December, Mr. W. F. Turner (chairman of the company) presiding. The secretary (Mr. A. W. Bailey) having read the notice calling the meeting and the auditor's report.

The Chairman said:—The sales of the Kailan Mining Administration were practically the same as last year, its profits were slightly less, whilst our profits, thanks to the improved rate of exchange, are considerably more. The sales of the Administration for the year amounted to £2,067,000, as compared with £2,000,000 for the preceding year. The divisible profit of the Administration was slightly lower by about £110,000, consequently the proportion of profit coming to this company was lower by about £30,000. This accords very closely with the forecast made by the general manager of the Administration which I quoted at the last annual meeting. Knowing what we do of the difficulties of many kinds which have characterised the working of the Administration's business during the year we consider this result satisfactory.

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VISITORS AT THE HOTELS.

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